

# **SEAHORSE**

## **BACKGROUND OF THE INVENTION**

This invention relates, in general, to water craft, and, in particular, to a personal water craft with a variety of propulsion units that adapt it to swimming pools or larger bodies of water.

## **SUMMARY OF THE INVENTION**

The present invention is directed to a water craft that is made in three units which are connected together. The dimensions of the units can be varied to carry different size users. A motor that forces air through a tube is mounted in one of the units and air passageways lead from the motor to another unit. The water craft has two different steering mechanisms and exterior fins to control the craft.

It is an object of the present invention to provide a new and improved watercraft that can carry different size users.

It is an object of the present invention to provide a new and improved watercraft that can be propelled by a variety of mechanisms.

It is an object of the present invention to provide a new and improved watercraft that is naturally buoyant.

These and other objects and advantages of the present invention will be fully apparent from the following description, when taken in connection with the annexed drawings.

#### **BRIEF DESCRIPTION OF THE DRAWINGS**

**FIG. 1** is a perspective view of the present invention.

**FIG. 2** is a cross-sectional view of the front portion of the present invention.

**FIG. 3** is a cross-sectional view of the back portion of the present invention.

**FIG. 4** is a cross-sectional view of the middle portion of the present invention.

**FIG. 5** is a partial view of the adjustment feature of the front portion of the present invention.

#### **DESCRIPTION OF THE PREFERRED EMBODIMENT**

Referring now to the drawings in greater detail, **Fig. 1** shows the watercraft of the present invention. The watercraft has a middle section **1**, a back section **19**, and a front section **30**. The watercraft is shaped generally like a J, and a user can sit in the curved section of the J. Each of the three sections are detachable from each other, as will be explained more fully below. The detachability feature will allow different size sections to be assembled with each other to support different size users and/or to support more than one user.

As shown in **Fig. 2**, the front section **30** of the watercraft has a foam outer covering to provide flotation and center strength frames **31**, **38**. The frame **31** has a steering handle **36** connected thereto in any conventional manner. The steering handle **36** will allow the user to move the front of the watercraft right or left during use. A steering fin **34** is secured to the front of the foam body section **30** to help the user steer the craft. The fin **34** can be unitary or integral with the body **30**. The frames **31**, **38** can be made from any type of material that will serve the intended purpose and has a connector **32** for connecting the frame **38** with the frame member **2** in the center or middle section of the watercraft. The connector **32** can be any conventional detachable connector such as, but not limited to, a threaded ring, a bayonet ring, or a snap fit connector.

In addition, the frames **31**, **38** have adjustment knobs **33**, **37** to adjust the front portion **30** up and down to accommodate the size of the

user. As shown in Fig. 5, frame member 31 has a disk like knob 33 attached at one end. Frame member 38 has a disk like knob 37 attached at one end. The two knobs 33, 37 are superimposed and secured together by a threaded fastener passed through apertures 40, and when the fastener 39 is tightened it will hold the knobs 33, 37, and the frames 31, 32, in any position they are placed in. Therefore, if a user needs more room between the front portion 30 and the rear portion 19, he/she could loosen the fastener 39 and move frame 31 clockwise as seen in Fig. 2. Then by tightening fastener 39, the frame member could be held in its new position. If a user needs less room between the front portion 30 and the rear portion 19, he/she could loosen the fastener 39 and move frame 31 counterclockwise as seen in Fig. 2. Then by tightening fastener 39, the frame member could be held in its new position. Since the foam material that makes up front portion 30 is a flexible material, it will accept the relative movement of the frame members 38, 31.

Fig 3 shows the back section of the watercraft which has a foam outer covering 19 for floatation, and a center strength frame 20, which essentially serve the same purpose as the foam 30 and frame 31 in Fig. 2. An air channel or pipe 22 leads from the top of the back section to a motor 25. The pipe 22 is connected to the motor by a valve 26 which allows air to move only one way through the valve. A motor brace 23 is secured to the frame 23 in any conventional manner. The brace engages against the side of the motor 25 to stabilize and support the motor. If

necessary another brace could be applied to the other side of the motor 25. A foam motor support 28 is attached to the back, bottom portion of the back section 19. A mechanical connector 21, similar to connector 32 on the front section, is used to connect the back section frame 20 to the middle section frame 2. An air outlet 27 allows air from the motor 25 to be blown into the air pipe or channel 3 on the center section.

A DC (battery operated) motor can be used to power the water craft, or a more powerful gas motor can be used, as long as the motor can blow enough air to move the watercraft.

**Fig. 4** shows the center or middle section of the watercraft. This section has a foam outer covering 1, similar to 19 and 30. The center section also has a strength frame 2, similar to frames 20 and 31, 38 and a stabilizing fin 44 similar to fin 34. Air pipe 3 is connected to outlet 27 by conventional connector 4. Air pipe 3 is narrow at the top of the middle section and widens at it approaches the bottom or curved part of the middle section.

Inside the pipe 3 is a ball 5 which has a diameter larger than the top portion of the pipe, and a diameter smaller than the bottom portion of the pipe. Positioned internally of the pipe 3, near the bottom of the pipe, is a plurality of bars 9. The bars make this section of the pipe smaller than the diameter of the ball 5 so the ball will not move all the way down into the pipe 3 and block the outlet port 43. If water enters the outlet port 43, the water will force the ball 5 toward the top of the

pipe 3. When the ball is forced into the smaller portion of the pipe, it will block the pipe and prevent water from reaching the motor 25.

As air is forced down the pipe 3 from the motor 25, the ball 5 will be forced down until it encounters the bars 9. The bars 9 will hold the ball in a portion of the pipe 3 that is larger than the diameter of the ball 5, thereby allowing air to pass around the ball and exit through the outlet port 43 in the outlet module 11. The air exiting the outlet 43 will propel the watercraft through the water.

Attached to the frame member 2 is a foot rest 18 for the user's feet. The foot rest can be made detachable if desired. Also, the length of the foot rest can be made adjustable to fit different size riders. The foot rest serves the purpose of allowing the user to tuck their legs and feet in a manner that will reduce drag on the watercraft.

A compartment 14 is placed between the foot rest 18 and the pipe 3 to receive a battery (not shown) to operate the motor 25. Conventional electric wires (not shown) would be run between the battery and the motor. In addition, the compartment 14 can receive weights, if necessary, to balance the watercraft. Also, a conventional access door (not shown) would be provided so a user can have access to the compartment, for changing or charging the battery when necessary. Obviously the door would have a seal to keep the compartment water tight.

As shown in **Fig. 1**, a control mechanism is attached to the outlet module **11**. This control mechanism is not shown in **Fig. 4** for clarity. A rod **16** is attached to the center section and projects substantially perpendicularly therefrom. The rod has an end section **41** that is curved and has a slot formed to accept the control handle **17**. The control handle has a portion **15** which connects to the outlet module **11** in any conventional manner. By moving the handle **17** to the right side of the slot a user can shift the craft to the right, and by moving the handle **17** to the left side of the slot a user can shift the craft to the left.

Although the Seahorse and the method of using the same according to the present invention has been described in the foregoing specification with considerable details, it is to be understood that modifications may be made to the invention which do not exceed the scope of the appended claims and modified forms of the present invention done by others skilled in the art to which the invention pertains will be considered infringements of this invention when those modified forms fall within the claimed scope of this invention.

What I claim as my invention is: